

86 CONSULS AND FAMILIES IN GERMANY; BERLIN ASKED WHY THEY ARE DETAINED

CITY PUT ON SHORT RATIONS BY CONGESTION OF FREIGHT; FAMINES IN MIDDLE WEST

Shortage of Merchandise and Coal Here Expected to Last Thirty Days.

EXPERT TELLS CAUSES.

Traffic Manager of Merchants' Association Puts Chief Blame on Weather.

New York may expect to be on short rations of general merchandise, manufactures and coal for the next thirty days, on account of the railroad freight congestion, but the city is not going to freeze or starve.

The port of New York is not buried beneath a great car jam and there is not an enormous piling up of export freight for lack of space in vessels blocked by the submarine menace.

There is, however, delay, inconvenience, blockade and trouble of every kind for railroads, shippers, merchants and consumers due to a combination of causes that has produced the worst traffic tangle since the European war began.

Eastern seaboard territory is in better condition than the Middle West, where the congestion has become critical and the railroads overwhelmed to a degree that is producing coal and food famines in many communities.

This Western blockade also has its effects on New York territory through inability of shipments from distant points to get through the lines.

HEAVY SNOWS IN THE WEST ONE OF CAUSES.

The situation as surveyed to-day for The Evening World by Joseph C. Lincoln, traffic manager for the Merchants' Association, is as follows:

"Various conditions coming in combination have caused this tie-up."

"First, and most important in effect, is winter weather that for thirty days has been exceedingly severe on transportation. Not only heavy snows in the West but cold winds in the East have been a worst for several years."

"Second, is the enormous increase of traffic, which is more than the railroads are able to take care of."

"Third, is the demand for coal and food, far exceeding anything we have had before, and the necessity of up-putting all schedules to run special trains to keep people from starving and freezing."

"Fourth, I consider that the railroads have not been managed as efficiently and with as much foresight as they might have exercised to meet this crisis."

"The worst points of congestion to-day are Buffalo, Cleveland, Pittsburgh, Detroit, Chicago, Minneapolis, Kansas City and Denver. East of the Buffalo-Pittsburgh gateway the situation is better in hand, because railroad managers had their severe experience last year and by prompt action have been able to keep the situation better in hand."

NOT EXCESSIVELY PILED UP WITH EXPORT FREIGHT.

"New York is not excessively piled up with export freight. There are, it is true, a considerable number of cars at the terminals awaiting foreign shipments, but the railroads are not allowing any more freight to come forward. Within a very short time after the German submarine policy was announced and ocean blockades were expected railroad managers put embargoes on export freight at the point of origin. The piling up is at the fasteners, for no export shipments are being made."

FIVE MORE SHIPS SUNK; TONNAGE ABOUT 5,000

All British Vessels the Victims of U Boats So Far To-Day.

LONDON, Feb. 16.—Five more ships sunk made up the toll of the U boats up to late this afternoon. The vessels destroyed were:

Steamship Kymist (British), unlisted.

Steamship Longear (British), 2,776 tons.

Steamship Greenland (British), 1,732 tons.

Sailing vessel Percy Roy (British), 11 tons.

British trawler.

This makes the total tonnage lost for the day over 5,000 against 6,000 sunk yesterday. The accurate tonnage cannot be given because some of the ships are not found on the lists.

In the previous days that have passed since Germany's new blockade order went into effect the tonnage sunk has been about 220,000 tons, a mark far below the one the U boats started out to make for themselves when they expected to destroy a tonnage of 1,000,000 a month.

U BOAT LOSES HOT BATTLE WITH FREIGHTER

Men on the Honduras Believe They Hit Submarine in Running Fight Off France.

Officers of the big French freight steamship Honduras, which arrived here to-day from Bordeaux, brought reports of a running battle with a German submarine on Dec. 7 twenty miles from Brest. The officers said they believed the submarine was hit.

The Honduras was on her way from New Orleans to France with sugar. The submarine came up astern and opened fire with a deck gun. Twenty-eight shells were fired, some hitting the bridge and others taking effect in the after part of the ship. The damage was not serious.

With the first shot from the submarine the fire was returned from a six-inch gun mounted on the after-deck of the Honduras. Thirty shots were fired in rapid succession. The U boat suddenly ceased firing and drew away, giving evidence of having been hit.

Tells of Plot to Blow Up Boston's State House.

BOSTON, Mass., Feb. 16.—A plot to blow up the State House was reported to the authorities to-day. According to the informant, the attempt was to be made not later than tomorrow night.

Authorities refuse to disclose the identity of their informant. They declare this is a case of the "highest standing" and his statements were accepted "with-out question."

Robbers Lock Cashier in Vault; Get Away With \$2,500.

LINCOLN, Neb., Feb. 16.—Robbers to-day at noon locked the cashier of the National Bank of Lincoln. Place in the vault and escaped with \$2,500.

Hospital Patient Jumps Four Floors to Death.

Louis Schulman, thirty-six, a patient in the Beth Israel Hospital at Newark, yesterday jumped from a fourth story window and was killed. It was not reported to the police until to-day.

Last Two Days of Big Sale.

The "Hub" Clothing Store, Broadway, cor. Barclay St., opp. Woolworth, is having a big sale of men's winter overcoats and suits. The balance of their \$10 & \$12 Men's Winter Overcoats & Suits, black, fancy gray, brown & dark mixed, in plain or pinched backs, all sizes 34 to 44. Our special price for to-day & Saturday is \$5 & \$6. Open Saturday until 10 P. M. Phone 6-1234. Barclay St. cor. Broadway.

MAN WHO LAST SAW LOST RUTH CRUGER ALSO DISAPPEARS

Police Seek Proprietor of Shop Where Girl Had Her Skates Sharpened.

QUEST IS NATION-WIDE.

Father Still Thinks Daughter Was Kidnapped, but Detectives Say She Eloped.

Detectives of the Fourth Branch Bureau, who have been searching for Ruth Cruger, pretty eighteen-year-old Wadsworth High School girl, who disappeared on Tuesday from her home at No. 180 Claremont Avenue, were asked this afternoon by Mrs. Maria Cocchi to find her husband, Alfredo, thirty-five years old, of No. 75 Manhattan Avenue, who disappeared yesterday afternoon. Cocchi, the father of two children, was the last person the police have been able to find who talked with Miss Cruger before she vanished.

Cocchi and his wife conduct a motorcycle repair shop at No. 542 West One Hundred and Twenty-seventh Street, the last place to which the detectives have traced Miss Cruger. Cocchi has told the police that Miss Cruger called at his shop on Tuesday afternoon to get a pair of skates he had sharpened for her. When asked if her husband had been in the habit of remaining away from home, Mrs. Cocchi said he had left the shop on Tuesday afternoon and had not returned until 10 o'clock that night.

Before leaving yesterday afternoon Mrs. Cocchi said her husband had borrowed \$5 from her. At Mrs. Cocchi's request a general alarm was sent out for Cocchi.

Meanwhile the hunt for the missing schoolgirl has widened in scope, photographs and descriptions of her having been sent as far west as Chicago and south as Atlanta. While her father, Henry D. Cruger, a public accountant, sticks to the theory that she has been kidnapped, the police say they have collected evidence which indicates she may have eloped.

Detective Frank McGee, who has been working on the case, said he had located and interviewed a chauffeur who had carried Miss Cruger and a young man in his taxicab last Tuesday afternoon. This chauffeur said the young man had called him to One Hundred and Twenty-ninth Street and Claremont Avenue, at which point he entered the taxicab with Miss Cruger and was driven to the Lexington Avenue and One Hundred and Twenty-ninth Street station of the subway. The detective says the couple boarded a northbound train.

The police have learned Miss Cruger had a telephone call from a young man just before she left home on Tuesday.

Mrs. Cruger, the missing girl's mother, when told of the taxicab incident, said Ruth never would have entered a taxicab with a stranger of her own volition.

VON BERNSTORFF AT HALIFAX

By Arrangement the Frederick VIII. Can't Enter Port Until Night.

HALIFAX, N. S., Feb. 15.—The steamship Frederick VIII., which Count von Bernstorff, former German Ambassador and German Consul of Halifax, is returning home, was sighted off the harbor to-day. The vessel put to sea again and will not enter the harbor until 7 o'clock to-morrow. It has been arranged that she should enter and leave the port at night.

Naval patrol boats were waiting outside to escort the ship to an anchorage in Bedford Basin, where Government officials and inspectors will begin an immediate examination of the cargo.

Some of the Ambassador's party will be permitted to leave the steamship. No other passengers will be allowed to go aboard.

BABY RUTH EDEL, WHO WAS HELD AS SHIELD BEFORE SLEUTHS' GUNS



BABY ONLY COOED AS THIEF MADE HER SHIELD FOR GUNS

Ruth Edel, Nine Months Old, Chuckled and Pursued Desperado Gave In.

Here is the experience of Miss Ruth Edel, nine months old, whom a desperado held before his heart for ten minutes while three detectives with drawn revolvers argued with him last night.

The burglar is on his way back to Sing Sing, where he has thirteen years to serve. His name is John Mohr; his business, "Dutch House Man," a burglar who goes armed to kill. He has saved his way to freedom from the Queen's County jail and from Sing Sing and he has long boasted that he will never be taken alive.

Jacob Edel came home late from work last evening to his little flat on the third floor of No. 124 Second Avenue. He had finished his supper, when there was a tap on the door and a tall, burly, blond man stepped quickly in. He said he was hungry, so Mrs. Edel told him to sit at the table.

Mrs. Edel was showing her husband the nice new gold earrings grandma had given to the baby, when the stranger jumped from the table, plucked Ruth from her arms and took a chair in a corner of the sitting room near the fire escape.

Before Mrs. or Mrs. Edel could guess why the man had grabbed the baby the outer door of their flat swung open, and three men with cocked revolvers in their hands dashed in. "Hands up, everybody!" they commanded. "We're officers!"

Mrs. Edel choked back a scream. She was afraid a pistol might go off—the pistol that was pointed at the stranger. The other two, who were pointed at her and her husband, she did not see. The strange, blond man, past-distributing the baby's grip on his finger, lifted her up with his left arm and that her dainty little body covered him from chin to waist.

Mrs. Edel says they all remained in that situation for ten minutes, the pistol never wavering, no one moving. Then the man moved—baby Ruth, she clung to the stranger's finger, and he chuckled up at him, then turned and looked at the three men behind the pistols and crowded at them.

The burglar stood up and began to back toward the fire-escape. He held the baby as a shield. The detectives told him he could not climb down the fire-escape with the child in his arms, and besides there were two more detectives waiting at the door in the next room. Then Mrs. Edel said:

BOY'S FAKE "S O S" SENT RESCUE FLEET SCURRYING TO SEA

Grocery Clerk of 16, Who Gave False Wireless Alarm, Arrested and Held in \$500.

FACES LONG SENTENCE.

Offense Punishable by Five-Year Prison Term or \$2,500 Fine or Both.

Willie Eckhoff, sixteen years old, of No. 153 Court Street, Brooklyn, was arraigned to-day before United States Commissioner Louis Dick, charged with sending out a false "S O S" signal by wireless telegraph on Jan. 31. This is the call for help by ships in dire distress at sea, and whenever it is heard sailors try their best to get to the ship sending the call before she sinks. The law punishes the sender of a false "S O S" call by imprisonment for five years or a fine of \$2,500, or both.

Eckhoff is small and studious looking. He earns \$9 a week as a grocery boy, gives \$7 of it to his mother and spends the other \$2 on his wireless plant on the roof of his home.

On Jan. 31 last the battleship Arizona, lying at the Navy Yard in Brooklyn, heard a faint call "S O S" several times repeated. The name of the ship was not given, nor her position. The Arizona flashed the news to Washington, whence it was repeated up and down the Atlantic coast from Maine to the Cape.

Revenue cutters hurried to sea to look for the sinking ship but found nothing. It was supposed she had sunk before the wireless operator had time to do more than send out the first call.

Young Eckhoff looked badly scared as he faced the Commissioner, the United States Marshals and the court full of men. United States Marshal James Cowley declared that he admitted having sent the false signal and that he did not know why he sent it. Mr. Dick held him in \$500 bail, which was furnished by Gustave Kunn, his employer. Mr. Kunn says Willie is a good boy, and he cannot imagine that he would knowingly do anything wrong.

United States District Attorney Melville France says that the Navy has been worried of late by amateur wireless operators who send irresponsible messages and that the department has determined to put a stop to their nonsense.

WHITLOCK AT WORK, SAYS LONDON REPORT

Order for Withdrawal of Belgian Relief Workers Quickly Reversed.

LONDON, Feb. 16.—With the exception of the difficulties incident to the holding up of the shipping, the operations of the American Commission for Relief in Belgium is proceeding as usual.

The German action in ordering Americans from the occupied territories was so promptly reversed that the continuity of the work was not interrupted.

The German authorities made no attempt to detain the Relief Belgians even when the order for their withdrawal was issued, and every facility was offered to enable them to leave the country without molestation. The report that Brand Whitlock, American Minister to Belgium, had been compelled to lower the American flag at Brussels was received here, but it was not confirmed, and on the other hand the news reaching Relief circles from Brussels gives no indications that Minister Whitlock is not carrying on his usual duties.

PHILADELPHIA OUT OF DANGER ZONE ON VOYAGE HERE

First American Liner to Sail Since German Decree Left England Wednesday.

38 FROM U. S. ABOARD.

Tuscania Leaves With American Passengers—Orleans and Rochester at Fayal.

The first news that the steamship Philadelphia of the American Line sailed from England Wednesday, Feb. 14, was made public to-day at the offices of the company. She is the first American steamship to sail since the German submarine decree became effective. According to the bulletin published by the American Line, a wireless message reported the vessel well out of the submarine zone and her 237 passengers all well. Officers of the line said the Philadelphia might have sailed earlier but for necessary repairs to her crank shaft, which was broken on the outward voyage.

The Philadelphia carries among her passengers 38 Americans. Among the few cancellations before the liner sailed were those of Frank Simonds and Winfield H. Sheehan, who were prevented from leaving at the last moment by business reasons. Dr. Henry Van Dyke, formerly United States Minister to Holland, had originally intended to sail on the Philadelphia, but decided earlier in the week to postpone his departure until Saturday.

The Philadelphia is unarmed, carrying neither a mounted nor an unmounted gun. In addition to her passengers she carries a general cargo of what is known as express freight and two tons of despatches from the American Embassy in London for the State Department at Washington.

MANY SEEK BIG LIFE INSURANCE POLICIES.

A press despatch from Liverpool says that prior to embarking the passengers discussed the prospect of the liner being attacked by a submarine, but most of them treated it lightly. However, many tried to take out large life insurance policies before leaving, especially in view of the fact that when they engaged passage the company made them sign a waiver not to hold it responsible for any loss in the event the ship was sunk.

The London newspapers tried to gain to procure permission for staff men to make the voyage. The editors of these papers had to content themselves with engaging a few American newspaper men on board to send their stories in the event of disaster befalling the ship.

No information was forthcoming as to the sailing of the St. Louis, the New York, the St. Paul and the Kensington of the American Line, which have been waiting in this port for several days.

The Anchor line Tuscania, whose sister ship, the California, was sunk by a submarine Feb. 8, sailed from New York to-day with twenty passengers, four of whom were Americans. Though secrecy was observed at the Canadian Life offices there were indications that the five best news in port would be sent leaving to-night or to-morrow, and it was generally assumed among shipping men that the vessels would assemble off the coast and await a convoy to ride past on their way to the Azores.

The Central Steamship Company.

(Continued on Second Page.)

RELEASE OF PRISONERS FROM THE YARROWDALE NOT OFFICIALLY CONFIRMED

Washington Says That Peremptory Demand for the Release of the Men Is Likely to Be Forwarded Through Swiss Legation.

SECRETARY GREW SENT TO AID ENVOY IN VIENNA

WASHINGTON, Feb. 16.—Inquiry has been sent to Germany through the Spanish Embassy at Berlin regarding the delay in the departure of the second trainload of former American officials from Germany for Switzerland, it was announced officially to-day. The train should have left Munich early this week, carrying eighty-six former American consuls and their families and an unknown number of other Americans.

The United States may send its Yarrowdale note to Germany regardless of press reports that the seventy-two American sailors had been released. No official confirmation of the press reports has been received here from Berlin.

NEW DEVELOPMENTS IN CRITICAL RELATIONS OF U. S. AND GERMANY

1. Inquiry has been made by the State Department regarding the delay in the departure of United States Consuls from Germany.
2. Washington still hopes a break with Austria will be averted, but admits there is little chance.
3. When the President goes to Congress he wants to feel that the entire country will back his action.
4. Wilson has no concrete idea of what the "overt act" will be—whether marked by some single act or cumulative offensives—but believes that when the time comes he and entire country will "feel" it.
5. Piling up of freight in this country may cause a food shortage which will result in a demand for action that will permit United States ships to sail.
6. No official confirmation of Berlin reports that the Yarrowdale prisoners have been released.

The note is ready to go. Since it contains detailed statements regarding the treatment of German sailors, German citizens and German property in the United States the State Department, it was officially intimated to-day, may feel that it should be sent even should this Government, in the meantime, receive official word that the Yarrowdale prisoners have been set free.

Such action would "keep the records clear" and serve to place on file America's protest against what the President and Secretary Lansing consider a clear-cut violation of international law by Germany.

The Swiss Minister, Dr. Paul Hiltner, called at the State Department to-day and held a short conference with Counselor Poole, Mr. Lansing and Dr. Hiltner were silent, but it is believed the call had something to do with the seventy-two Yarrowdale prisoners.

No confirmation has been received at the State Department of the revocation of the order to oust Belgian relief workers.

Denial was made at the State Department of the report from Paris that warning had been sent Americans to leave Austria-Hungary. The possibility that such a warning might have been sent from the Paris Embassy was admitted.

Officials say they still hope that a break with Austria may be averted, but admit that all recent indications are to the contrary.

The transfer of Joseph C. Grew, formerly secretary of the American Embassy at Berlin, to the Embassy at Vienna was announced to-day at the Department, where it was said that his knowledge of the situation in Germany and the attitude of the American Government would be of great aid there.

The Department has received further word from Ambassador Elihu A. Conant, Constantinople, giving additional details of the situation as Americans are arrested in Turkey. Apparently conditions are not as bad as at first feared.

The Department refused to reveal the contents of the Elihu message.

Aggravating incidents continue to accumulate, but the President holds to his avowed purpose of moving deliberately in every step he takes.

When he goes before Congress to ask authority to protect American lives and property—a move believed inevitable and a matter of not many days—the President wants to feel that

WHISKEY DISTILLERIES TO BE MUNITIONS PLANTS

Bill Would Give President or Secretary of War Power to Seize Them and Saloons.

WASHINGTON, Feb. 16.—Representative Randall of California is drafting a bill giving the President or Secretary of War power to take over all distilleries and to regulate all saloons in time of war.

He will introduce the measure at the first sign of armed conflict with Germany, he declared to-day.

Conversion of distilleries into munitions plants is designed in the bill. Power also would be given either to regulate the manufacture of saloons or to close them altogether.

Containing a drastic provision against the operation of liquor into prohibited states, it appears that the measure will have a wide scope.

Legislative advertisements in newspapers and other periodicals is prohibited from this date, when declines for prohibited territory.

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